# GALT TRAFFIC

**The monthly Newsletter of EAA Chap. 932 at Galt Airport, Greenwood, IL 60097 (10C). President: John Wise, 7704 E. Sunset Dr., Wonder Lake, IL. 60095 (FLYDVII@AOL.COM) Editor: Jeff Hill, 9610 Hidden Ln., Woodstock, IL. 60098, (JJHILL@COMPUSERVE.COM)**

**Articles may be reprinted if credit is given.**

**Chapter 932 at Galt Airport**
**Greenwood, IL 60097**

**VISIT OUR CHAPTER WEB SITE AT**
**http://members.aol.com/eaa932galt/**

## OCTOBER 2000

### MINUTES OF THE SEPTEMBER MEETING

By Jack Hartery, Secretary

President John Wise called the meeting to order at 10 AM Saturday, September 9th 2000 at the Chapter Hangar at Galt. There were 15 members present and one guest, John Sterling, who has since joined the Chapter (and was lucky enough to get a ride in Don Sword's Ercoupe).

*In the future the Chapter Board will meet ½ hr. before regular meetings.

*The treasurer's report included the results of our "Tires & Flyers" in August. It was our most successful fundraiser yet, again thanks to all who helped! There was considerable discussion in de-briefing the event and many ideas on how to make it even better next year.

*The Chapter Board has announced our schedule of events for next year. (See "2001 Advance Planner" on other side. – Ed.)

*The meeting was adjourned at 10:45. The Young Eagles rally following the meeting was cancelled because of poor weather.

### WELCOME ABOARD!

Give a warm welcome to new members **Jim Cook**, **Michael Fischer**, **Steve Mark** and **Gerry Molidor**. These fellows coming aboard have boosted the Chapter's membership to 60, possibly an all time high!

### "MANY HANDS MAKE LIGHT WORK"

Thanks to Greg and Ted Domski, Jeff Hill, Steve Mark, Jack Ross, Bill Stevens and John Wise for painting the Chapter Hangar Sep. 24th. With such good help, the job was done in just 2 1/2 hours!

### OCTOBER MEETING, CHILI DUMP AND HAYRIDE

The October meeting will be at 10 am Saturday, Oct. 14th at Galt.

Later that day (5 pm) is our annual **"Chili Dump" and Hayride.** This year, instead of every one bringing chili to dump in one big pot, which has raised the eyebrows of some of our more conservatively health conscious members, the chili will be provided by the Chapter and prepared under the direction of our undisputed Chapter Champion Chili Chef, John Kemper! Do not bring chili, but do bring something – perhaps cheese and crackers, a veggie or chip dip or some other appetizer, or saltines, or bread, or maybe beer, wine or some other beverage or anything else you feel appropriate. Be creative and, see you there!

### FAA MEDICALS

The older we get, the more we begin to sweat the FAA Medical. "An ounce of prevention is worth a pound of cure." If you anticipate a problem, contact an EAA Aeromedical Advisor as far as in advance of your next exam as possible. To view a listing of EAA Aeromedical Advisors, log onto the EAA website at:
http://members.eaa.org/home/aeromedical_council.html

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Just read about Memphis International's new $110 million 11,000' runway. Wow, that's $10,000 a foot! Maybe that estimate for blacktopping the driveway wasn't so bad after all.

# FLY-IN CALENDAR
## OCTOBER 2000

**Call ahead for details. For Area Young Eagle Rallies see calendar in latest *"Sport Aviation"***

**Oct 1 Iola, WI (68C) 920-244-7850**
Pancake Breakfast / Chili Dinner 7:30 – 3:00

**Oct 6-8 EAA EAST COAST REGIONAL FLY-IN**
Toughkenamon, PA **www.eastcoastflyin.org**

**Oct 7 Sturgeon Bay, WI (SUE) 920-743-6082**
Pancakes 8:00 – 11:30
**Oct 7-8 Alton, IL (ALN) 618-259-2531**
Warbird Fly-In Many activities – Lots of Flying
**Oct 7-8 Greenville, IL (GRE) 618-664-0929**
Airport Open House
**Oct 8 Noblesvile, IN (IND Area) 317-773-5298**
Fly-In Hog Roast

**Oct 12-15 COPPERSTATE REG'NAL EAA FLY-IN**
Mesa, AZ **www.copperstate.org**

**Oct 14 Decatur, IL (DEC) 217-423-9869**
Chili Day – All you can eat

**Oct 14 EAA 932 CHILI DUMP & HAY RIDE**
**Chapter meeting that morning at 10 AM. Chili Dump and Hay Ride at 5 PM 815-338-3551**

**Oct 15 East Troy, WI (57C) 262-642-4374**
Cook out 11:00 – 2:00 Contests, displays, activities

**Oct 20-21 SOUTHWEST REG'NAL EAA FLY-IN**
Abilene, TX **www.swfi.com**

**Oct 20-22 AOPA EXPO 2000 Long Beach, CA**

## *2001 ADVANCE PLANNER*

***Chapter Meetings are every 2nd Sat. at Galt, 10am***
***(April meeting 3rd Sat. acct. Sun 'N Fun)***
***Young Eagles every 2nd Sat., May – Sep., 11am-4pm***

GALT EAA 932 *PASTA POTLUCK* Jan 13
SUN 'N FUN Apr 8-14
GALT EAA 932 *PANCAKES & CYCLES* May 12
GALT EAA 932 *INT'L YOUNG EAGLES* Jun 9
OSHKOSH, *AIRVENTURE 2001* Jul 24-30
GALT EAA 932 *FLYERS & TIRES* Aug 11
*RENO AIR RACES* Sep 13-16
GALT EAA 932 *CHILI DUMP & HAYRIDE* Oct 13

## HOBBS TIME / TACH TIME?
## BLOCK TIME / FLIGHT TIME?

By Jeff Hill, Sr

My wife and I had a great flight out to Longmount, Co. (2V2, DEN area) in mid September. At but 100 kts. in clear smooth skies, one has a lot of time to do some "for fun" analyzing , so I did, and here it is:

The first thing I noticed was that the difference between Hobbs time and tach. time was more than I had realized: For the entire trip, the Hobbs time was 21.33 hrs. -- the tach. time was 15.5 hrs. A difference of 27%!

**NOTE:** If you're building time, use Hobbs meter (block) time rather than tach. (air) time! The FARs define *flight time* as: "...time that commences when an aircraft moves under its own power for the purpose of flight and ends when the aircraft comes to rest after landing". It doesn't say from takeoff to landing, it says from when it starts moving to when it stops moving The airlines call it "block time" (the time when the wheel chocks (blocks) are removed before taxi, to when they are replaced on engine shutdown). This is why FBOs charge by the Hobbs, and keep their maintenance records by the recording tachometer.

The difference between Hobbs time and tach. time is this: The Hobbs records real time, from the time it senses oil pressure until the time it does not. The recording tachometer records real time at only a certain rpm, usually pretty close to max. continuous rpm., so at idle, the tach. will record only a few minutes every hour).

The trip was in a 180hp C-172, 65% power at 8,500' and 7,500', wind SSW both legs, ave. -10 out, +10 back. We made 2 fuel stops westbound and 1 eastbound.

Galt-Longmount-Galt: 1534 n.m./1764 s.m., round trip
Tach. time: 15.5 hr. Hobbs time: 21.33 hr.
Ave. G.S.: 99 kts./114 m.p.h.
Fuel Burn: 131 gal. or, 8.45 gal./hr., or 13.5 s.m./gal
Fuel cost: $311/131 gal. = $2.37/gal.
Fuel cost per hr: $20.06! Oh, have mercy OPEC!
Fixed costs/200 hr./yr. = $37.00/hr., inc. res. for O'haul
**Total Cost/hr: $57. -- Cost for the trip: $883.50**

How does this compare with airline flying? Weather is the big factor. It could easily shut us down for a day or more, even in summer. But, on two nice days, we did it (door to door) in about the same time it would have taken going "one stop" through somebody's "hub". Cost is competitive. Full fare coach on United, ORD-DEN is (round trip for two) $1846! Okay, nobody pays full fare, but a cheaper fare, say ½ that, is still over $900. And 1st Class? Forget it! But then, *hey, we did go 1st Class!*

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